

7th Avenue Cut To Be Open in Three Weeks

Already Heart of Greenwich Village Has Been Pierced by New Improvement as Far as Bleeker Street

To Be Big Thoroughfare

Straight Wide Avenue to Run From Busy Franklin Street to Central Park

The Seventh Avenue extension, the first direct thoroughfare to penetrate the heart of Greenwich Village longitudinally, will be ready for its stream of traffic in about three weeks. Already it is in use as far south as Bleeker Street, and the paving is virtually complete except for the street intersections.

When the last of it is done a current of traffic like that which sweeps through Lafayette Street and Fourth Avenue, in the central East Side, will rumble unimpeded through Seventh Avenue, stretching straight from the warehouse district of Franklin Street to the southern border of Central Park.

Greenwich Village, which held itself secure through the manifold vicissitudes which developed other districts on every side as the city bulged northward, was undermined by the Seventh Avenue subway and will capitulate finally with the opening of the Seventh Avenue extension. In excavating for the West Side subway it was necessary to tear down some of the venerable structures which made Greenwich Village quaint, and the project to cut a broad avenue straight through the district took form.

Held up by Weather
Work was started October 21, 1918. Weather conditions interrupted it from January 23 to March 18. Since then it has been proceeding.

Its progress is marked by scars in the heart of the old village—not the village of the purple rabbit tea rooms and the chintz-curtained garrets of freakish paint dabsters, but the village that was a charming suburb in the day of Washington Irving. Steep-roofed, dormer-windowed houses that have placidly survived since the white top-sails of the Black Ball clippers glinted in the Hudson, have been shaved several feet under their rugged skin so that the pattern of their interiors breaks forth like a rash.

Beautiful old St. John's Chapel, whose portico more than a century ago looked down to the Hudson, as did that of St. Paul's at an earlier day, and whose hewn oak spire once topped the landscape for miles about, has been torn stone from stone because its pillared porch abutted on the path destined for the tread of motor trucks.

Village Awoke Too Late
It is through the ruins of a Rip Van Winkle village that awoke too late to find itself in what New York calls its heart that the Seventh Avenue extension marches. The sedate old brick houses along Charlton Street, Bank Street, where the banks of the metropolis established offices during the yellow fever scare, and other thoroughfares that have lived only in the past for generations, withdrew timidly from the bald, broad avenue into which Varick Street has been converted.

Doomed they may be, but they have the air of preserving their dignity in the face of the interloper. Their ultimate fate, if they did not peek around the corner, might be read in the diagrams of rooms in which generations of old Greenwich Village had their being, which now are blazoned for all the world to read on the raw brick walls where houses have been partitioned and divided to make room for the new street.

Once It Was Shored Road
It used to be a pleasant drive along Greenwich Street, then a short road, from New York to Greenwich Village. Now the Ninth Avenue elevated makes Greenwich Street hideous to ear and eye. There used to be a peaceful cemetery at Clarkson Street and Hudson, that caught the last rays of the sun and the first of a summer's evening. Residences turned to tenements and the cemetery to a park that is raucous with the shouts of children.

But these were portents which Greenwich Village did not heed. Its maze of streets always had been a barrier to which all city improvement plans halted. When Sullivan's artillery, laid down by the British, sought to escape from New York by the Greenwich route, it was not until an alert young man named Aaron Burr proffered his services as guide that the gunners were able to find and follow the obscure byway which now is Greenwich Avenue.

The village basked secure in its maze and lingering doubts always were assuaged by the famous corner lamp post, which bears on one side the legend "W. 4th St." and on the other, "W. 10th St." A community which could boast of the intersection of parallel streets had a right to feel secure.

The cut-offs effected will produce an enormous annual saving in time, gasoline, tires and truckmen's peace of mind. The cost of paving, according to figures given out by Frank L. Dowling, president of the Borough of Manhattan, will be about \$170,000. The expense of widening Varick Street will be about \$220,000.

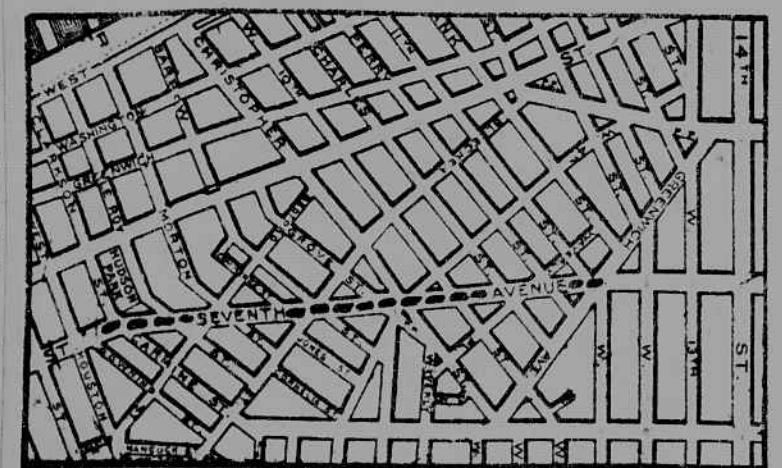
YOUR TOWN

THE amber glow of the new electric lights on Fifth Avenue is but a feature of the city's holiday attire. It will give way to the everyday white lights after the period of festivities for homecoming soldiers. When the arches and other decorations are removed from the avenue the 600 ornamental globes will be returned to the Edison Company, from which they were borrowed.

The Edison Company suggested the better colored globes, the same that were used for the finish of the first campaign and other gala events in which Fifth Avenue has figured.

Because of the popularity of the new lights it was suggested that they remain permanently as they are now. The cost of the current required, however, is considered prohibitive. The amber requires more than twice the voltage of the white lights.

CUTTING THE GREENWICH VILLAGE TRAFFIC KNOT



Ever since the city grew beyond Canal Street the maze of streets in Greenwich Village has interposed a barrier to longitudinal traffic on the West Side. The Seventh Avenue extension, made possible by widening Varick Street, provides a direct central thoroughfare from Franklin Street to Central Park.

Graves in France Perpetuate Ties. Declares O'Ryan

27th Division Commander Gives First of Lecture Series on How Troops Smashed Hindenburg Line

Graves of American soldiers in France will be a perpetual guarantee of friendly relations with France, General John F. O'Ryan said last night. For that reason comrades of the fallen wish their bodies to remain there, he added.

General O'Ryan, speaking at Carnegie Hall in the first of his series of lectures, outlined briefly the history of the 27th Division from its departure to the Mexican border to its return from France.

"Mud," said General O'Ryan, "has been said to have been one of the horrors of existence in France, but we found mud was the fighting soldiers' greatest friend. If it had not been for the mud of Flanders many thousands now alive never would have come back." General O'Ryan then showed by photographs and sketches how the effectiveness of high explosive shells was limited when falling on soft ground.

"The 27th Division," he said, "was composed largely of 'apple knockers,' as we called the up-state men and New Yorkers of German and Irish descent. You can imagine what they said when they heard they were going to serve with the British, for their feeling was that they were going to save France. But the British captured them all without any attempt to do so."

The 27th Division was kept with the British, he said, at the express request of Field Marshal Haig, who remarked after reviewing them: "These people are real soldiers." He showed pictures of the complete line of the Hindenburg defenses, but did not dwell on the details of the battles of September 27 to 29 of last year, declaring it was too dreadful to tell in detail.

Instanting the terrible struggles the 27th had been through, he said that when he relieved, out of the entire division there were but 2,000 men available for duty.

General O'Ryan, in showing one picture of a machine gun nest in action, said: "We had a quite remarkable photographer operating with the division at this time. He did get well forward toward the front line."

Cohalan and Woman Sit During Toast to Wilson
Justice and Mrs. G. H. Childs Decline to Join in Tribute at Jefferson Day Dinner

The Irish question rattled its bones last night at the Jefferson Day dinner of the Women's Democratic League at the Hotel Commodore. Justice Daniel F. Cohalan and Mrs. George H. Childs, president of the league and toastmaster, sat tight when Representative Herbert C. Pell called on the diners to rise as a tribute to President Wilson.

Justice Cohalan's attitude was taken as a reflection of his resentment that a resident Wilson had refused to receive him on his last appearance in this city. That of Mrs. Childs, most of the diners believed, was assumed to give countenance to Justice Cohalan, who was seated at her left. Feeling became so intense that no attempt was made to introduce resolutions demanding independence for Ireland, which had been given to those at the press table before the speaking began, with the information that they would be sent by cable to President Wilson.

Justice Cohalan began his speech with an encomium of Thomas Jefferson, but he said later that if Thomas Jefferson were alive the establishment of Ireland's rights would be one of his first concerns.

Representative Pell, whose name was not on the speakers' programme, got up and began to talk about Thomas Jefferson. The subject led to President Wilson. Mr. Pell called on those at the table to rise in tribute to the President's ability.

After that the applause was about evenly divided between President Wilson and Irish independence.

Canadian Arrested Here
Accused of Helping to Take \$75,000 in Wire Tapping Game

Arthur Eremont, thirty-eight years old, a notary, of Montreal, Canada, was arrested last night at Seventh Avenue and Fifty-sixth Street by Detectives Gorman and Mudge, of the Detective Bureau, charged with grand larceny.

New Clark Street Tube To Be Opened Tuesday, April 15

Improved Brooklyn Subway Service Will Result From Several Travel Changes by Interboro and the City

Tentative arrangements made by the Public Service Commission provide for the opening of the new Clark Street tunnel to Brooklyn at one minute after midnight on the morning of Tuesday, April 15. At that hour the first train from the West Side subway is scheduled to leave Wall Street for Brooklyn. Simultaneously a train will leave Atlantic Avenue for New York.

The first train will probably carry officials of the Interborough and the Public Service Commission. No formal exercises, however, will mark the opening of the new route. Train operation through the tunnel will involve several travel changes. Among them will be:

Transfer to the Forty-second Street shuttle—Interborough passengers to and from Brooklyn will be able to make their trips on either the West Side or the East Side lines without using the shuttle.

Overstreet transfer at Wall and Rector streets—The direct routes will eliminate this.

Partial elimination of the Hoyt Street station in Brooklyn—During the rush hours East Side (Manhattan) trains will not make this stop. Trains on the West Side route will make the stop at all times. During "light traffic" hours all trains will make the stop.

The station at Nevins Street, Brooklyn—This will be used as an express and local station at all times by all trains.

The most important change occurs at Atlantic Avenue. Due to the running of two separate routes into the station, separate platforms will serve the two routes. The center platform will be served by East Side trains and the outside platforms by the West Side line.

West Side trains will not run into the old Borough Hall station, but into a new two-level station in Fulton Street.

By direction of the Public Service Commission the Interborough is having printed several thousand circulars showing the map of the subway lines and the Brooklyn connections, to be distributed on trains, from stations, etc.

Hylan Requests Trial of Other B. R. T. Officials
Writes Lewis That Jury Should Decide Guilt or Innocence in Malbone Wreck

Mayor Hylan has sent a letter to District Attorney Harry E. Lewis of Kings asking him to continue the prosecution of B. R. T. officials under indictment in connection with the Malbone Street wreck in Brooklyn last year. The Mayor's letter stated:

"I believe the other defendants should be tried and let the jury say whether these men are guilty or not guilty, and if a verdict of not guilty is found it will tend to put an end to the practice of justices of the Supreme Court transferring cases from the jurisdiction where the crime was committed. When a little fellow is charged with a crime he is tried in the county where the crime is committed."

Continuing, the Mayor asked Mr. Lewis to inform him whether Leon H. Howell, Surrogate of Nassau County, was retained by any of the indicted B. R. T. officials before or after the scene of the trial was changed to Nassau County.

4 Tried for Child's Death
Victim Is Hit by Brick Said to Have Been Aimed at Police

Charged with manslaughter in the first degree, four men were placed on trial yesterday in General Sessions. They are charged with causing the death of George Angst, five years old, on July 29 last. The four are Louis Beck, twenty-one; William Boyd, twenty; Clarence Brandt, twenty-one; and George J. Trier, twenty-two.

The Angst boy was hit by a brick thrown from a roof. Witnesses testified that the accused were on the roof at 2445 Eighth Avenue during a sugar refinery strike and were throwing at special policemen.

Bill Would Pay Subway Claims Of \$13,000,000

Senator Walker Measure Would Empower City to Settle Alleged Damages With System's Contractors

Dangerous, Says Wallstein

Controller Craig Attempting to Cover Up Criticisms of War Costs, Is Alleged

A bill which if it becomes law will authorize the Board of Estimate and Apportionment to pay \$13,000,000 in subway contractors' "damage claims" was introduced last week at Albany by Senator James J. Walker, of Manhattan, and already is on the order of third reading in the Senate. It is understood that it has the sanction of Governor Smith, Mayor Hylan, Controller Craig and the entire Hylan Board of Estimate and Apportionment.

Leonard M. Wallstein, counsel to the Citizens Union, said of the bill last night:

"No more dangerous measure has been introduced at this session of the Legislature with a likelihood of quick passage than Senator Walker's bill legalizing Controller Craig's settlements with contractors of their claims for increased war costs of subway construction, which aggregate about \$13,000,000."

"The last Legislature enacted a statute known as the Lockwood law, which would have provided an orderly method

of ascertaining the amount of these claims and adjudicating them. The Controller, however, refused to follow the provisions of that law, and claiming under existing statutes to have sole authority and complete jurisdiction went ahead and made settlements which have been subjected to serious criticism. These settlements he sought to justify, not on the ground that they were merely increased war costs—because they knew he knew he had no authority to allow—but upon the ground that they constituted damages suffered by contractors by reason of negligent delays of the Public Service Commission to furnish plans."

"Commissioner Whitney has made it clear that such delays were not responsible for any damages which the contractors suffered. The Controller, if he has exceeded his authority so that he could be called personally to account for the settlements which he has made, would be considerably relieved to have the Walker bill enacted."

Under the law, and in accordance with an agreement entered into last year between the contractors and the Board of Estimate, the Controller was to have had authority to pay certain claims of the subway contractors, and, as a matter of fact, did begin to settle the "damage claims." But they soon began to grow by leaps and bounds, until they reached an aggregate of more than \$13,000,000.

"Damage Claims" List
Some of the "damage claims" filed with the Controller are:

Booth & Phipps, Inc. (six claims) \$1,461,431
Canford Company 1,130,576
J. H. Gould 1,120,000
T. H. Reynolds Construction Co. 555,225
Bogdon Contracting Co. (four claims) 1,245,830
United States Realty and Ins. 625,562
Bradley Contracting Co. 453,014
J. H. Cooper, Inc. 1,120,000
Hobbs, Cabel & Phipps 2,443,423
International Construction 1,034,156
E. R. Smith Contracting Co. 223,882
Lindner Construction Company 223,773

The foregoing is not a complete list of the claims. Practically all of the claimants reserve the right to file supplemental claims. In this connection the third paragraph of the Walker bill may have significance. It says:

"The audit and allowance of any claim under this act in connection with any contract shall not limit or restrict the powers given by law to any officer or official of the city of New York in regard to the settlement and adjustment of any other claims arising out of, under or in connection with any such contract."

Ettinger Demands Hylan Keep Hands Off School Affairs

State Regents, Meeting to Sift Trouble With Mayor, Warned by Superintendent; Teachers Plan Vote

Mayor Hylan's attempts to regulate the affairs of the Board of Education again came under hot fire yesterday at the first session of the Board of Regents, who have begun an inquiry into the department's troubles.

Dr. William L. Ettinger, Superintendent of Schools, told the regents that the Mayor "was unlawfully trying to control the policies of the educational system." He warned the regents that if the strife continued it would be impossible for him to conduct the affairs of the school system.

Assistant Corporation Counsel Burr and Mayor were present, they said, in the interests of the city. The Board of Education was represented by Dr. Arthur S. Somers, its president, and Dr. William L. Ettinger, Superintendent of Schools.

Dr. Ettinger said the Board of Education lives under a state law, defining precisely the powers of the educational system, and in no way gives to the Board of Estimate or the Mayor any power of regulation. Despite this, he stated, the Mayor has "unnecessarily intruded" himself in matters of the Board of Education.

"I maintain," he asserted, "that the department cannot be a success under any dual system of control. Either we are acting under the state school law or we are a city department. I deny the right of city officials to inquire into a state department or corporation such as the Department of Education."

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for the reduction of taxation which the Board of Education should have. Resident Somers then contended that since the city furnished the money the School Board had a right to investigate the system.

When the "straight-jacketing" of the Board of Education's allowance from the Board of Estimate was attacked by Corporation Counsel Burr defended its validity. Counsel Mayer asserted that the right of the Estimate Board to fix salaries is established by Section 56 of the city charter. Auditor Cook, of the Board of Education, contended that this section was rendered inoperative by Section 288 of the school law.

The regents will hear further testimony on April 22.

The controversy between the Board of Education and the Teachers' Union gained impetus yesterday with the announcement that in addition to the union mass meeting planned for tomorrow afternoon at Terrace Garden there would be a forum on the question at the Church of the Messiah, Thirty-fourth Street and Park Avenue, on Sunday evening at 8 o'clock.

A referendum was also sent to the 1,100 teachers. They were asked to pledge themselves to accept equal responsibility for the actions of union officers and to demand the right to criticize the actions of school officials and the school syllabus.

Teachers' Union
The Teachers' Union, which has been in a state of ferment since the strike, is expected to meet tomorrow afternoon at Terrace Garden for a referendum on the question of accepting equal responsibility for the actions of union officers and to demand the right to criticize the actions of school officials and the school syllabus.

Boy Is Buried Alive
Dies in Sand Hole He Dug on Beach at Norton Point

Richard Schroeder, eight years old, of Maple Avenue, Sea Gate, was buried alive in a sand hole he had dug at Norton Point, near Sunset Lodge, a fashionable hotel, last night. The boy was found dead by his father, an accountant, after a search of several hours.

\$50,000 for Cornell
Two of the largest single bequests in the will of the late John Lyon, former Controller of Nassau County, are for public purposes. The first \$50,000 is to Cornell University to be used for a dormitory known as Lyon Hall. The second, for \$10,000, goes to the town of Clinton, Dutchess County, for a town hall.

Three sisters share alike in the residuary estate. The estate is valued at from \$200,000 to \$300,000.

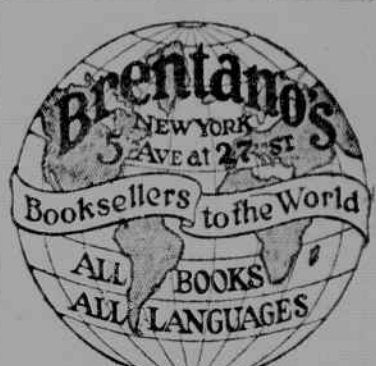
Strikers and Employers Confer, but Fail to Agree

Boatmen Offered to Accept Ten Hour Day With 20 Per Cent Wage Increase

Paul Bonyne, counsel for the boat owners, and Thomas L. Delahanty, William A. Maher, F. Paul Vaccarelli and other leaders of the striking boatmen met yesterday at Mr. Bonyne's office, 111 Broadway, and whittled their differences down to a matter of a 5 per cent wage increase. There they stuck and both sides declared it looked like a long fight.

The strikers said that if a sufficient wage advance was offered they would waive their demand for an eight-hour day. Mr. Bonyne suggested a wage scale embodying a 15 per cent increase for engineers, masters, mates and pilots, and the ten-hour day. They declared it unsatisfactory and Mr. Vaccarelli pointed out that it would leave firemen, deckhands and cooks about as badly off as ever.

He suggested a 20 per cent increase. That, he said, would mean that the men would work ten hours for the wages now paid on government boats and by employers who have come to terms, and in addition would submit to a deduction of 75 cents a day for sustenance. Mr. Bonyne declined to consider it.



How I Sent Around the World to Find a Nut Listen, New York!

I GOT back from France—I brought home the real French way to make chocolate.

I made some bars. They tasted pretty good, but—I said to myself:

"Duane, this almond bar business is all chipped up among people who are making 'good enough' bars.

"If you want a real business, you've got to make a real almond bar.

"You've got the best chocolate. Now get the best almonds.

"With your automatic chocolate mixer, thermo, moulder and cooler, all-in-one, you can put at least 50% more almonds into Touraine Bars than the fellow-who-counts-every-almond-he-drops-into-his."

Finding the best almonds is not as simple as you might think.

I sent to every country in the world where almonds grow!

I found the finest in Italy and Spain.



Ever Get Hungry at Night? DON'T stumble around the kitchen trying to find some leftovers from supper. Keep TOURAINE ALMOND BARS on hand, and eat them when you get hungry. You'll find that rich TOURAINE CHOCOLATE—Made the Real French Way—just touches the spot—and almonds are in plenty.

Well, sir, as soon as I found those almonds, I felt pretty sure I had it at last.

Chocolate made the real French way—chock-full of big, sweet, mellow almonds from Italy and Spain!

I gave those bars to friends and strangers to taste.

One of my friends said: "Duane, if that bar doesn't give you the biggest slice of the almond bar business, it's because the American public are not particular about their almond bars."

Perhaps it isn't quite fair to put it as strongly up to you as that, but "The proof of the pudding is in the eating."

Touraine Bars are in Yellow Packages, not "chocolate-colored" ones.

Harry B. Duane, President THE TOURAINE COMPANY

ITS IN THE YELLOW PACKAGE



MADE THE REAL french way

Touraine

CHOCK-FULL OF ALMONDS

The Touraine Company, Wholesale Distributors, 174 Franklin Street, Telephone Franklin 555